A low-angle, upward-looking shot of a Sound Transit train at a station platform. The train is white with a teal and blue wave-like graphic along its side. Several windows are visible, some reflecting the sky and others showing interior lights. The platform's glass and metal structure is visible in the upper left corner. A semi-transparent dark grey banner is overlaid across the middle of the image, containing the title and date.

Parking Management Pilot Project

Operations and Administration Committee July 18, 2013

 **SOUNDTRANSIT**

April 2012 Board Retreat

Key takeaways:

- Be responsive to the local land use and travel patterns and create integrated multi-modal access strategies
- Management & expansion of transit parking are regional, multi-agency issues; change must be carefully coordinated
- Manage existing parking to optimize use by transit users
- Take action to address immediate parking issues while reviewing and updating policy (Board adopted new System Access Policy in March 2013)

Goals and Objectives

- Goal: to learn about costs and benefits of parking management strategies on a small scale, before contemplating wider adoption.
- Objective of each pilot activity: to increase the number of transit riders per parking stall

Parking management pilot will **not** test daily parking pricing.

Pilot 1: Parking Permits

- HOV and SOV parking permits
 - Issaquah Transit Center
 - Sumner Station
 - Mukilteo Station
 - Tukwila International Boulevard Station
- Permits available to regular transit riders for an administrative fee
- Permit areas enforced during AM peak only, violators warned then towed
- During pilot 60% of spaces remain general parking at all times
- Benefits: greater parking certainty for permit holders, less crowding on peak buses/trains

Administrative Fees

- Permits are opt in
- Majority of lots will remain general parking
- Fees do *not* test parking pricing
- Objectives:
 - Cover implementation costs (~\$20,000)
 - Priced so it is most appealing to regular riders
 - Create clear incentive for carpooling
- Proposed quarterly administrative fee = \$5 for HOV, \$33 for SOV

Pilot 2: Rideshare Collaboration

Collaboration with KCM, PT and CT :

- Relocate non-bus/train rider rideshares from:
 - Overlake Transit Center
 - Sumner Station
 - South Everett Freeway Station
 - Federal Way Transit Center
- Encourage bus/train riders to rideshare to ST facilities
- Benefits: parking near transit made available to bus/train riders, reserved parking for rideshares to ST facilities, incentives for participation


Pilot 3: Real-Time Parking Availability Monitoring

- Loops count entries/exits at:
 - Puyallup Station
 - South Everett Freeway Station
 - Auburn Station
 - Federal Way Transit Center
- Stream data to customers via web/mobile
- Info about alternatives if facility is full
- Benefits: matches supply with demand by helping transit customers find available parking

Schedule

If Board establishes parking pilot in July...

- October 2013 –Required funds included in 2014 budget
- November 2013 – Customer outreach begins
- January-November 2014 – Pilot activities implemented
 - Q1-Permits available to transit riders, permit areas enforced
 - Q1-Vanpool relocation and rideshare promotion
 - Q2-Real-time parking availability monitoring
 - Q1-3-Monitoring and data collection
- December 2014 – Final evaluation and reporting



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 **SOUNDTRANSIT**